

PORTFOLIO HOLDER
ENVIRONMENT, TRANSPORT AND ENERGY
DECISION NOTICE

Publication Date: 8th January 2019

At the meeting of the Portfolio Holder – Environment, Transport and Energy, held on the 7th January 2019 the following matters were discussed. The decisions of the Portfolio Holder are set out below in each item along with reasons for the decision and other options considered.

DNPH.ETE.26 DECLARATIONS OF INTEREST

There were no declarations of interest made with regard to any items on the agenda.

DNPH.ETE.27 TRAFFIC REGULATION ORDERS – 2019 WORKS PROGRAMME

The Portfolio Holder considered a report that identified the proposed works programme for Traffic Regulation Orders to be delivered in 2019 in accordance with North East Lincolnshire Council's Traffic Regulation Orders guidance document.

RESOLVED – That the 2019 Traffic Regulation Order Works Programme be approved.

REASONS FOR DECISION – In accordance with the requirements of the council's Traffic Regulation Order (TRO) Guidance, an annual programme of TROs will be formally approved by the Portfolio Holder, in order to provide transparency to both the public and elected members of the Traffic Regulation Orders that will be progressed during 2019.

OTHER OPTIONS CONSIDERED – The Council could decide to have no annual TRO programme. This would not be in accordance with the recently agreed guidance, would result in less transparency and was thus not recommended.

DNPH.ETE.28 REVIEW OF FEES AND CHARGES IN WASTE, STREET CLEANSING, FLEET, BEREAVEMENT SERVICES AND GROUNDS MAINTENANCE

The Portfolio Holder considered a report that proposed a review of fees and charges to ensure that the Council maintains its income base with rising cost and generates additional resources to support provision of services within the agreed budget envelope.

RESOLVED –

- (1) That the revised Fees and Charges, as set out in appendices 1, 2 and 4 of the report now submitted, be approved for implementation from 1st April 2019.**
- (2) That consideration of the revised Fees and Charges for Grounds Maintenance, as set out in appendix 3 of the report now submitted, be deferred to a future meeting of this Portfolio Holder.**

REASONS FOR DECISION – Approving the proposed revised Fees and Charges will enable Neighbourhood Services to recover cost whenever this is possible, to contribute to the budget available to deliver services. This will allow the service a sustainable budget to continue to provide a free universal service offer in priority areas, available to all communities in North East Lincolnshire. Grounds Maintenance fees and charges proposals were deferred to allow further consultation with sports club and community groups.

OTHER OPTIONS CONSIDERED –

- (1) Retain current fees and charges. This option is not sustainable long term without further budget allocation, due to rising cost and already overstretched resources.**

- (2) Cease providing/delivering any discretionary services. The services referred to in this report deliver a good value offer and choice to our residents and our partners.
- (3) Review fees and charges to improve cost recovery. This is the preferred option presented in this report and will ensure the Council maintains its income base with rising cost and achieve better cost recovery of discretionary services to ensure a free universal service offer is maintained in priority areas.

DNPH.ETE.29 TRAFFIC REGULATION ORDER: STALLINGBOROUGH VILLAGE EXPERIMENTAL TRAFFIC REGULATION ORDER

The Portfolio Holder considered a report that proposed to make permanent the current experimental traffic regulation order (ETRO) for 'No Waiting, 8am - 9am and 3pm - 4pm Monday to Friday' on Station Road, in the vicinity of Stallingborough Primary School, and 'No Waiting at Any Time' at the junction of Station Road and Clarkson Drive.

RESOLVED – That approval be granted to give permanent effect to the Experimental Traffic Regulation Order TR17-43 in Stallingborough village, as listed in Appendix 1 to this report and shown on drawing ETRO:17-107139-02.

REASONS FOR DECISION – The introduction of the ETRO has been successful in addressing the concerns raised by the school, Members, the public, Network Rail and Humberside Police. The aim of the ETRO was to restrict parking in this location at school start and leaving times to reduce vehicle conflict specifically around the level crossing, creating a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

- (1) Do nothing, which would allow the ETRO to lapse making the current road markings and associated signs invalid. This could lead to the return of the previous parking practices causing concern to the agencies involved.
- (2) Introduce a Traffic Regulation Order with different restrictions to those detailed in the ETRO. This would require the full Traffic Regulation Order process to be undertaken and introduce significant time delay in achieving the benefits contained within the report.

DNPH.ETE.30 TRACKING REPORT

The Portfolio Holder received the tracking report tracking the recommendations of this Portfolio Holder and to agree any items for sign off.

RESOLVED – That the report be noted.